April 27, 2004

## **MEMO**

To: Open Space Committee

From: Kathy Kerdus

Re: General Plan Policies on Open Space Preservation

Vice Mayor Scherer copied the attached pages from the General Plan that involved open space preservation for your use at this meeting. He states that the Town has the necessary open space policies, but perhaps they need to be aggregated in a different manner, or there needs to be implementation measures or administrative policies that give the details of how these policies are to be better or further implemented.

Staff has starred the policies and statements regarding open space for your review on the attached pages. In your review of the General Plan, you may have found additional pages or policies that you believe should be included in this review. If you provide these policies or pages to staff prior to the meeting, we will make copies for the Committee to consider as well.

# I. Introduction - Loomis and its Future

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The Town of Loomis adopted its first General Plan in 1987. This General Plan is an update in response to changes in the community and the region since the Town was incorporated in 1984, and in the 14 years since the adoption of the first General Plan. Although a variety of amendments to the General Plan have been adopted since 1987, this is the first comprehensive update.

# The Town of Loomis

Loomis is a small, semi-rural community located in western Placer County in California's agricultural Central Valley. Incorporated in 1984, the Town is located within a fast-growing metropolitan region approximately 25 miles northeast of the City of Sacramento, along Interstate 80. Loomis is in the western portion of the Loomis Basin, an 80-square mile area of the Placer County foothills. Loomis maintains a distinct small-town, semi-rural character through large residential lots with continuing agricultural activities, rural roads and equestrian trails, a compact downtown "village" area, the preservation of historic structures, and extensive open space areas.

Loomis is divided into two distinct areas by Interstate 80, traversing northeast through the center of Town. The area north of I-80 contains all of the community's existing retail, office and industrial development, as well as higher density residential development, bounded by larger, semi-rural residential lots. The area south of I-80 is almost exclusively rural and residential in character. The Town's corporate boundaries, the study/planning area for this General Plan, and the land use designations of this General Plan are shown on Figure 3-1, the Land Use Diagram, page 27.

The revitalization and beautification of the downtown commercial area is underway. A *Town Center Master Plan* was adopted in December 1992 as an element of the General Plan (see page 42). The plan calls for a compact, pedestrian-oriented, commercial village, which includes the rehabilitation and reuse of local historic structures. Additional retail and office development is located predominantly along Taylor Road, the community's major commercial corridor. The Taylor Road corridor is also the location of some older industrial and automotive service uses that would be more appropriately located elsewhere in the community.

The Union Pacific Railroad right-of-way parallels Taylor Road from Sierra College Boulevard to King Road, and then follows Rippy Road to the northerly Town boundary. Industrial land uses are located in the triangular area between Taylor Road and Swetzer Road in the northeast section of Town, some directly adjacent to residential uses. A recently-developed shopping center anchored by the Raley's grocery store is located at the northeast corner of the Horseshoe Bar Road/I-80 interchange.

Most of the Town's land area is occupied by large-lot residential/agricultural and single-family residential development. Many local landowners maintain small-scale, "hobby" agricultural activities on small ranches, including the raising of farm animals. Higher density residential development is concentrated near the Taylor Road commercial corridor.

A number of creeks run through the Town, providing visual quality, wildlife habitat, drainage, and recreational opportunities for the community. Multi-use (equestrian, bicycle and hiking) trails generally follow the riparian corridors as they meander through rural residential neighborhoods.

# **Opportunities & Constraints**

The General Plan update process has identified a number of opportunities and constraints that Loomis must address in planning for future growth. Land use and circulation patterns are shown in Figure 3-1, the Land Use Diagram (page 27). The qualities of the Town that are particularly valued by its residents are listed below, as are various constraints that may affect the Town's character and growth. The following were derived from input provided by Town residents attending the General Plan Community Workshop in June 1998, and from responses to the community preferences survey that was also conducted in 1998.

# Opportunities for the Town of Loomis

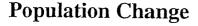
- Small town atmosphere quiet, peaceful, safe.
- The desire of residents to maintain the Town's unique character as a semirural community in a fast-growing metropolitan region.
- · Historic structures, hitching posts and nostalgia.
- · Community events and cultural activities, including live theater.
- Friendly, family-oriented community familiarity with neighbors.
- Proximity to Sierra College.
- Quaint, village-like, pedestrian-oriented downtown core.
- Ample inventory of vacant and underutilized sites for new land uses.
- Rural, agricultural community allowing farming, orchards, horses and livestock.
- Large rural residential parcels, and few generic residential subdivisions.
- · Narrow, meandering country roads.
- · Good schools.
- Accessability to freeway (I-80) and larger metropolitan areas.
- Natural open spaces, trees, creeks and riparian corridors, providing habitat for wildlife.

### Constraints and Issues facing the Town of Loomis

- Development pressure for land use intensification and build-out.
- Encroachment by adjacent urban communities.
- Development pressure for generic suburban architecture.
- · Retail sales leakage from Town residents.
- Urban design and land use issues in Town gateway areas.
- Some downtown facades lack character and architectural interest.
- · Lack of unified design theme in downtown core.
- Unfinished sidewalks and traffic congestion in downtown; incomplete work on providing ramps for the disabled.
- Inadequate parking for downtown core businesses to serve residents and any expanded visitor-serving use
- Traffic delays, emergency response delays, and noise created by the railroad.
- Lack of street trees and landscaping in some commercial areas.
- Some unattractive commercial signage, along I-80 and elsewhere.
- Incomplete bicycle, equestrian and pedestrian lane/trail system.

# Constraints and Issues facing the Town of Loomis

- Increasing commuter through-traffic on Sierra College Boulevard from sources outside of Loomis will require improvements to that roadway that may disrupt the tranquility and rural character of the Town, and otherwise affect the health, safety, and welfare of residents.
- · Lack of connector roadways within Town.
- Uncertainty in revenue sources for Town services.
- · Poor condition of streets, poor roadway maintenance.
- · High traffic speeds, especially on rural residential roads.
- Inadequate park and recreation facilities and programs, as well as community center.
- Storm flooding and drainage problems, reduced opportunities for groundwater recharge.
- Overcrowding at local schools, and inadequate school facilities.
- Lack of an adequate recycling program.



Because population growth affects all types of community change, estimates of future population growth must be used as the basis for land use planning. The Sacramento Council of Governments developed population, housing and employment projections for all jurisdictions within the six counties surrounding Sacramento, including the cities in Placer County. The projections for Loomis are shown in Table 1. While the projections estimate that Loomis will grow by approximately three percent annually through the year 2020, employment is expected to grow by over eight percent annually. As with any population projections, there is also the possibility that continuing rapid economic growth in the region could cause even higher annual growth rates in Loomis.

Table 1-1 - Town of Loomis Population, Housing, and Employment Projections

Town of Looms	ijose Ligas	2000	2005	2010	201	2020	Annual % Change
Population Housing Units Employment	6,025 2,205	6,100 2,215 1,550	6,900 2,500 2,000	8,600 3,100 2,700	9,700 3,450 3,450	3,650	3.0%

<sup>\*</sup> California Department of Finance, City/County Estimates, 1998.

Source: Sacramento Council of Governments (SACOG), Projections - Six County Area, 2000-2022.

# The Future of Loomis

The community's vision for the future of Loomis is based primarily on: 1) retaining the small town aspects of its character through the revitalization of the downtown village and the expansion of family-oriented community facilities; and 2) maintaining the rural aspects of its character by continuing the pattern of progressively lower residential densities as distance increases from the downtown, thereby preserving low-intensity agricultural uses and natural open spaces. Town residents value the community's distinct identity, featuring good public services and facilities, cultural activities, and agricultural heritage. The community workshop held on June 6, 1998, identified the following components as the participants' vision for the community's future.

- The design and development of both residential and commercial parcels to reinforce the small town character, rather than tending toward the more generic urbanization found in adjacent communities.
- The preservation of the remaining open space and rural character surrounding the community, ensuring distinction between adjacent urban communities and rural Loomis.
- The preservation of agricultural activities, including the farming of orchards and raising of livestock.
- The maintenance of primarily large lot, rural residential areas, but also providing some smaller parcels for young families and seniors.
- The avoidance of gated residential communities.
- The revitalization of the downtown core with a consistent design theme, pedestrian amenities (e.g. benches, crosswalks, shade trees), façade improvements, and reuse of historical structures.
- The development of a pedestrian-oriented downtown, with small retail boutiques, restaurants and sidewalk cafés, and a Town center complex for government offices and community events.
- The development of a "transportation center" at a renovated train station and plaza at Horseshoe Bar and Taylor Road in the downtown.
- Acceleration of the rehabilitation and reuse of historical fruit sheds and older residences for retail and office space in the downtown core.
- The expansion of parking facilities and improvement of circulation patterns in the downtown core.
- The expansion of economic development and tourist activities in the downtown to increase Town revenues.
- The expansion of local theater and arts activities.
- The design of new commercial uses in "village" scale, focusing on the construction of historical façades, minimization of signage, and planting of street trees and landscaping.

- The improvement of areas considered "gateways" to the community, particularly the design and facades of areas adjacent to the Raley's shopping center.
- The creation of sustainable Town policies, focusing equally on the consideration of environmental, social and economic impacts of development.
- The preservation of meandering rural roads, and the reduction of traffic speeds in rural residential areas.
- The development of an alternate through-road for commuter traffic from Rocklin to reduce through-traffic volumes on Town roadways.
- The improvement of local street connections, better road maintenance and repair, and improved railroad grade crossings.
- Increased street trees and landscaping throughout the community.
- Cooperation with Placer County Transit to improve local and regional public transit services.
- The use of landscaping and berms along I-80 to muffle noise, rather than sound walls.
- The expansion of multi-use bicycle, equestrian and hiking trails throughout the community and surrounding open lands, and support of a trail from Loomis to Folsom Lake.
- The expansion of on-street bicycle lanes and pedestrian sidewalks in non-residential areas.
- The preservation of creek corridors, open space areas, natural features, and wildlife habitat, which in turn contributes to the retention of the rural community.
- The expansion of parks and recreation facilities, including a downtown core park and bigger swimming pool.
- The expansion of family-oriented community and recreation programs, housed within a multi-use community center.
- The improvement of the local political process through better noticing of meetings and activities, and stronger implementation measures in the General Plan.
- The expansion and modernization of local school facilities.
- The creation of a Town of Loomis Police Department, rather than contracting with the County Sheriff's Department.
- The improvement of groundwater quality through the control of septic system leakage and well pollution.

# II. The Role of the General Plan

This chapter reviews the legal requirements for the General Plan, its organization, and the relationship of the local planning process in Loomis to the growth of the Sacramento region.

# **Legal Requirements for General Plans**

Local planning is based on the concept of "police power," granted to cities and counties by the California Constitution. Police power is the authority to regulate the use of private property to promote the health, safety and welfare of the general public. The activities of land use planning, zoning, subdivision regulation, and the regulation of building and construction activities are all ways in which communities exercise their police power.

California planning laws shape the exercise of local powers by requiring each city and county to prepare and adopt a "comprehensive, long-term General Plan for the physical development of the county or city." (Government Code 65300). In some ways, the community's General Plan functions as its "constitution" for development, providing guidance for local decisions about community growth. A General Plan should express the community's goals for the future distribution and character of land uses and development, both public and private.

California law (Government Code Section 65302) requires that the General Plan include a statement of policies for each of the following topics or "elements:"

- Land use, designating the general distribution and intensity of land uses, including housing, business, industry, open space, education, public buildings, and others.
- Circulation, identifying the general location and nature of existing and proposed highways, arterial and collector roadways, transit terminals, and other transportation facilities.
- Housing, assessing the current and projected housing needs of all segments of the community
  and identifying land to provide adequate housing to meet such needs.
- Open Space, detailing techniques for preserving open space areas for natural resources, outdoor recreation, public health and safety, and agricultural activities.
- Conservation, addressing the conservation and use of natural and cultural resources, including wetlands, forests, rivers, archeological remnants, and historic structures.
- **Noise**, identifying and appraising the noise sources within the community and developing ways to mitigate such nuisances.
- Safety, establishing policies to protect the community from risks associated with seismic, geologic, flood, and fire hazards.

A General Plan may include additional, optional topics as necessary to address all local issues relevant to the physical development of the community. The individual elements may be consolidated and reformatted as desired as long as all seven topical areas are addressed in the General Plan.

The plan should be comprehensive, both covering the local jurisdiction's entire planning area and addressing the broad range of issues facing the community, including physical, social, aesthetic and economic concerns. The General Plan must also be internally consistent, with no policy conflicts between any of the elements. Finally, the General Plan must be a long-term document, establishing development policies to serve as the basis for day-to-day decision making within an approximate 20-year time frame.

# Use of the General Plan

The General Plan is intended to provide guidance in a wide variety of important decisions by the Town's elected and appointed officials, and its staff. California law requires that all provisions of the Zoning Ordinance be consistent with the General Plan, and that no subdivision be approved unless it is consistent with the General Plan. State law also requires that all municipal decisions on capital improvements planning and budgeting be preceded by a review of their conformity with the General Plan.

The goals, policies, and objectives of the General Plan will be used as criteria for evaluating the appropriateness of proposed Zoning Ordinance amendments and rezonings, subdivisions, capital improvement programs, and other Town decisions. The General Plan will also provide the basis for other "implementing" actions by the Town, which will include the adoption of amendments to the Town's Zoning Ordinance and Zoning Map to bring them into consistency with the General Plan, and other specific actions that are described in the General Plan as "implementation measures." Most of the following chapters of the General Plan provide goals, policies, and implementation measures. The Housing Element also provides "objectives." The following explanation of goals, objectives, and policies is based on information provided by the *General Plan Guidelines* published by the California Governor's Office of Planning and Research (OPR).

Goals are general statements of what the Town wants to accomplish, toward which the General Plan, and its policies and implementation measures are directed. Goals are general expressions of community values and, therefore, may be abstract in nature. Therefore, goals may not be quantifiable or time-dependent.

Objectives take the general direction expressed in a related goal and specify how the goal will be accomplished, both quantifiably, and within a specific time period. Objectives are found in this General Plan only in the Housing Element, because they are particularly effective in describing exactly how the community will respond to the housing mandates of State law, and the issues raised by the California Department of Housing and Community Development (HCD), in that agency's review of local Housing Elements.

Policies are specific statements that guide decision making, which indicate the Town's commitment to a particular course of action. Some policies are written as "shalls"—mandatory requirements that must be complied with—and others are written as "shoulds," which express the community's preferences, and signify ". . . a less rigid directive, to be honored in the absence of compelling or contravening considerations." (General Plan Guidelines, p.15)

Some of the policies of this General Plan also include standards. A standard is "A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Standards define the abstract terms of goals and policies with concrete specifications." (General Plan Guidelines, p.16)

# III. Land Use and Community Development

# Land Use

The Town of Loomis is characterized by a village-style core containing a historical, small-scale downtown, surrounded by medium-density housing and some light industry, with much lower density rural residential areas beyond. The land use goals and policies of the General Plan are all oriented toward maintaining this historical arrangement of land uses, because the Town recognizes the importance of the land use pattern in determining community character. Higher-intensity uses are intended to be concentrated adjacent to the downtown, along Taylor Road, and adjacent to Interstate 80 (I-80), with the land uses in surrounding areas becoming progressively less intense (and with lower residential densities) as the distance from the "core" increases. This arrangement of land uses within the Town is known in Loomis as the "core concept."

This section on land use describes how the General Plan divides Loomis into areas designated for different types of land use, reviews the areas where the land use designations have been changed from the 1987 General Plan, and lists the Town's goals and policies for each type of land use.

# A. Land Use Designations

Given that the Land Use Element is intended to designate the general distribution and intensity of land uses, including housing, business, industry, open space, education, public buildings, and others, the Land Use Diagram (Figure 3-1) divides Loomis into a series of residential and non-residential land use designations. These different land use designations identify the locations in the Town where specific types of land uses may occur. While the land use designations are implemented (carried out on a day-to-day basis) by the specific rules provided for each zoning district in the Zoning Ordinance, the General Plan provides the overall parameters of density and intensity, and a description of the general types of land uses appropriate in each designation. The land use designations used in this General Plan are derived from those in the Town's 1987 General Plan, as amended, and the 1992 *Town Center Master Plan*, with some changes.

The following descriptions of land use designations use the terms "density" and "intensity." Density refers to the number of residential units normally allowed per gross acre of land (prior to dedications for streets and other improvements). The density range listed for each land use designation is its "base density." On any particular property, the maximum base density may be exceeded if a proposed development receives the density bonus required by State law for affordable housing projects, or if the property qualifies for, and is developed with a second unit (see the General Plan policies for second residential units on page 36).

The "intensity" of a land use is expressed in two ways – the type of land use itself, and building mass—both of which are described broadly in the description of each land use designation. Both are also regulated specifically by the Town's Zoning Ordinance. The types of land uses allowed in each designation are described in general terms, because the Zoning Ordinance is intended to provide detailed lists of the specific allowable land uses within the general categories provided here. In all cases where this discussion speaks of the primary land uses that are appropriate in each designation, it is expected that the Zoning Ordinance may also allow additional land uses that are related to the primary uses and compatible with them.

# **Residential Designations**

Residential Agricultural. Almost 2,500 acres of the nearly 4,300 acres in Loomis are designated Residential Agricultural, in two primary areas: the western-most portions of the Town, north of I-80, and approximately 80 percent of the land area in the Town south of I-80. This land use designation is key in maintaining the rural character of Loomis, and is appropriate for agricultural uses such as orchards, nurseries and vineyards, cattle grazing, and very low density residential uses. Proposed development and agricultural uses should maintain existing natural vegetation and topography to the maximum extent feasible.

The maximum density in this designation is 4.6 acres per dwelling unit, and 4.6 acres is also the minimum parcel size for proposed subdivisions. Building heights are limited to two stories or 35 feet, and structural development shall not exceed 20 percent of lot coverage. (The Zoning Ordinance may provide for greater coverage on existing legal nonconforming parcels that are significantly smaller than the 4.6-acre minimum.)

Residential Estate. Approximately 475 acres are designated in the Residential Estate land use designation, located in four separate areas: at the northeastern edge of Town; along both sides of Bankhead Road from just north of I-80 to north of Saunders Avenue; south of Brace Road and southeasterly of I-80; and immediately northeast of the intersection of Barton and Rocklin Roads. Like the Rural Agricultural land use designation, appropriate land uses include agricultural uses such as orchards and vineyards, cattle grazing, and very low density residential uses. Proposed development and agricultural uses should maintain existing natural vegetation and topography to the maximum extent feasible.

The maximum density in this designation is 2.3 acres per dwelling unit, and 2.3 acres is also the minimum parcel size for proposed subdivisions. Building heights are limited to two stories or 35 feet, and structural development shall not exceed 20 percent of lot coverage. (The Zoning Ordinance may provide for greater coverage on existing legal nonconforming parcels that are significantly smaller than the 2.3-acre minimum.)

Rural Residential. The Rural Residential designation comprises approximately 278 acres, and is located in five areas: along King Road around its intersection with Bankhead; in a larger area along Saunders Road northwesterly of the railroad right-of-way; in a small area on the south side of Brace Road a short distance east of I-80; the St. Francis Woods subdivision south of Rocklin Road at the western Town Boundary; and at the north central area of the Town along Humphrey Road. Agricultural uses are also appropriate on these parcels, although the keeping of large animals should occur only on parcels of one acre or larger. As in the other lowest-density residential designations, proposed development and agricultural uses should maintain existing natural vegetation and topography to the maximum extent feasible.

Residential uses are limited to a maximum density of one dwelling unit per acre, and one acre is also the minimum parcel size for proposed subdivisions. Building heights are limited to two stories or 35 feet, and structural development shall not exceed 20 percent of lot coverage.

# C. Land Use Issues and Goals

#### Issues

- Increased urbanization in adjacent communities is threatening to encroach upon the open space and agricultural areas in and surrounding Loomis.
- Loomis should support the expansion of bicycle, equestrian and hiking trail systems both within and surrounding the Town of Loomis.
- Development pressures suggest that Loomis consider rezoning some of its agricultural/residential land to increase land and infrastructure efficiency. However, residents have expressed their preference for the retention of large lot, rural residential parcels.
- Size restrictions need to be placed on secondary residential units allowed on agricultural and rural residential lots in Loomis.
- Newer single and multi-family residential projects lack design, architecture and scale appropriate for the small, rural Town of Loomis.
- Loomis is feeling development pressure for intensification of land uses and build-out of underutilized parcels from surrounding urbanization.
- Sierra College Boulevard is an important regional circulation route, and may be appropriate for more intensive land uses. However, Town residents have indicated strong support for concentration of more intensive land uses in the traditional downtown core area.
- The lack of street trees and landscaping in some commercial areas detracts from the Town's aesthetic quality.
- Residents find some of the Town's existing commercial signage undesirable, particularly along 1-80.
- Residents frequently shop outside of Town limits due to limited retail product availability in Loomis, thereby creating significant retail sales leakage.
- Many residents work outside of Town limits due to limited employment opportunities in Loomis.
- The increased public services and facilities desired by existing Town residents are dependent on property and sales tax revenues, which would increase with additional development of commercial and industrial uses.
- Residents of Loomis would like to accelerate the redevelopment of the downtown.

### Goals -

1. To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and \(\limin\) wildlife habitat values.

- 2. To protect groundwater and surface water quality.
- 3. To protect oak woodlands and significant stands of native trees.
- 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.
- 5. To maintain the rural character of Loomis in new residential developments by emphasizing rural character, quality, and livability in their design, and the provision of necessary services and facilities.
- 6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area.
- 7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town's character.
- 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town's character.
- 9. To improve the Town's commercial base to increase municipal revenues, and provide a wider range of goods and services for local residents, in addition to encouraging some commercial uses near the freeway and in the downtown that can attract or serve patrons from outside the community.

# D. Agricultural and Open Space Land Use Policies

- 1. Loomis shall allow property owners the "right-to-farm" their parcels through the protection and operation of agricultural land uses.
- 2. Equestrian activities shall be protected by considering the effect that future density and design of residential development has in enhancing or inhibiting these activities.
- 3. Loomis shall use zoning designations to protect properties used for agricultural operations from encroachment by urban development.
- 4. Loomis shall provide for the use of the Williamson Act agricultural preserve program to allow land owners the property tax advantages of a long-term commitment to agricultural use.

### E. Residential Land Use Policies

#### **General Policies**

The following policies apply to all residential designations and land uses. The following section on page 36 provides policies regarding some specific residential land uses.

1. Loomis shall maintain a balance between residential building density and the capacity of the circulation system, schools, fire and police services, and other public service facilities.

- 2. New residential development shall be required to bear the full financial burden for new public service capital improvements required to serve the residents of the development, through impact fees, environmental mitigation fees, and other appropriate measures.
- 3. New development should not create undue demand on schools, roads, or adversely affect the quality of life in adjoining neighborhoods.
- 4. Loomis shall encourage the revitalization and rehabilitation of deteriorating residential areas throughout the Town.
- 5. Loomis shall require the design of future residential projects to emphasize character, quality, livability, and the provision of all necessary services and facilities to insure their permanent attractiveness.
- 6. The Town may approve the clustering of development, with no increase in net density, on sites where clustering is feasible, and necessary to protect sensitive natural features (such as creeks, native trees, rock outcrops) and avoid potentially hazardous areas (such as steep slopes, flood zones, and unstable soils). The Zoning Ordinance shall provide a Planned Development (PD) procedure that may be used in these cases. The option of clustering is offered by the Town as a means of preserving environmental and scenic resources, and shall not be used as a method for achieving the maximum density allowed by the General Plan. The priority for rural residential subdivision design must be the preservation of environmental resources and rural character.
- 7. When subdivision is proposed within an existing residential neighborhood, and the General Plan and/or Zoning Ordinance allow new parcels smaller than those existing around the parcel(s) to be divided, the proposed parcels should be increased in size consistent with the nearby residential lots fronting upon the same street.
- 8. Town approval of parcels proposed in any new subdivision will be based on all appropriate environmental and compatibility factors, and all applicable Town policies and regulations. Therefore, the maximum densities provided by the General Plan and the minimum parcel sizes of the Zoning Ordinance may be decreased (in the case of density) or increased (in the case of parcel size) through the subdivision review and approval process as determined by the Town to be necessary. The Town does not guarantee that any individual project will be able to achieve the maximum densities as designated in the General Plan, or the minimum parcel sizes provided by the Zoning Ordinance.
- 8. Loomis shall promote the full utilization of land already committed to urban development before utilities and public services are extended to areas without existing urban infrastructure.
- 9. Outside of the core area, Loomis shall promote a rural residential environment consisting primarily of single family homes.
- 10. Loomis shall encourage the provision of adequate housing opportunities for people on fixed or limited incomes, with emphasis on senior citizen housing.
- 11. Multi-family residential areas shall be designed to be compatible with nearby single family residential neighborhoods in terms of height and massing, and overall design. Multi-family

residential development shall not be permitted on arterials serving as entryways to the Town unless substantial setbacks and landscaping are provided.

- 12. Proposed development shall be planned and designed to preserve and enhance significant natural features (e.g. creeks, wetlands, native trees, rock outcrops, wildlife habitat), and retain the existing topography, to the greatest extent practical.
- 13. Loomis shall evaluate all new residential subdivisions and other significant development proposals for consistency with the Town's design standards, with the objectives of maintaining a small, neighborly, rural community, reflective of the Town's heritage. Proposed projects that are inconsistent with the Town's design guidelines shall be denied, or be revised to be consistent.
- 14. Loomis shall encourage the retention and enhancement of natural vegetation along major roadways in new developments as a tool for mitigating noise impacts and providing scenic open spaces.
- 15. New residential development near the freeway shall consider alternative noise mitigation measures and avoid the construction of artificial freeway sound walls.
- 16. Loomis shall prohibit the development of gated residential communities.
- 17. Loomis will monitor the rate and type of residential development within the Town in relation to commercial and industrial revenue-producing development, and may enact measures to ensure balance between residential and non-residential development so that excessive residential growth does not adversely affect Town finances.
- 18. All new development in Loomis shall conform to the land use map, land use categories and development intensities set forth in this General Plan.

### Policies for Specific Residential Land Use Issues

The policies of this section apply to the following specific residential development issues.

#### **Second Residential Units**

State law, and past Town policies and regulations have provided the possibility for residential parcels of sufficient size to be developed with a second residential unit in addition to the primary dwelling normally allowed. This possibility raises important land use policy issues for the Town, because an uncontrolled proliferation of second units could change the single-family residential character of neighborhoods and rural residential areas, and increase traffic on roads that were planned in anticipation of lower densities. Inappropriately designed and sited second units in the rural areas of the Town can also disrupt neighbors' privacy, and impair the rural character of those areas. Therefore, second residential units may be approved through the process required by the Zoning Ordinance, subject to the following standards.

a. Minimum site area. Outside of the Downtown area identified in Figure 3-3 (page 42) second units may be placed only on parcels of 20,000 square feet or larger. Within the Downtown, second units may be allowed as provided by the Zoning Ordinance.

# Community Design and Character

This section provides goals, policies, and design guidelines to help retain and enhance the unique character of both the urbanized and predominantly rural areas of Loomis. These provisions also encourage urban development that is pedestrian-oriented, compact in form, diverse and attractive in appearance. These approaches to design are intended to conserve and enhance the natural and aesthetic resources of the Town, improve the Town's opportunities to maintain the type of healthier economy enjoyed by attractive communities, and allow development that conserves natural resources and encourages community-building among residents.

### Background

The Town of Loomis includes a variety of visually pleasing landscapes. Despite continuing growth, the wooded hills, grasslands, and agricultural areas surrounding the more urbanized core still retain a predominantly open, rural feeling. Loomis is still viewed as a pleasant small town, with commercial areas of pedestrian scale, and an historic architectural heritage.

The Town's visual character is widely appreciated by residents and visitors, and its importance has been highlighted elsewhere in this General Plan as a result of community preferences expressed throughout the process of General Plan preparation. However, recent growth and development have raised more community design issues than ever before, in part because of the significant growth pressures facing the region, and the type of development projects that have been proposed in the Town.

Even though court decisions on the rights of communities to manage the planning and appearance of development have found that aesthetic regulation is appropriate, the adoption of design standards may be controversial. Everyone knows that each of us is free to form our own opinions about what is "good" design. And any sort of community agreement about preferred styles of building architecture, color, or materials can be difficult, if not impossible to achieve. Even if most residents *could* agree on these issues, the result of a community forcing rigid uniformity in project design can produce development as unappealing as where design issues are given no public attention at all.

On the other hand, communities which express no public policy about site planning and building design risk development having a location, scale or appearance that is disruptive instead of beneficial. Unless the community clearly describes its design expectations, insensitive development can eliminate the pedestrian scale of a business district, the historic character of an older residential neighborhood, or the appearance of a natural feature such as a ridgeline that, before the prominent new building, only presented a view of trees against the sky. Each of those consequences of absent or unclear community design policy can provoke public dismay, and the residents' comment, "How could that have happened?"

The public policy dilemma is that good design is hard to describe and harder to mandate; but having no design standards can result in the loss of the special qualities that a community wants to preserve. Therefore, the intent of this section and of the separate design guidelines documents it anticipates, is to provide policies and guidelines that focus attention on the aspects of site planning and building design that can enhance or damage Town character. The separate design guidelines will then offer examples of how new development can be designed to be beneficial rather than detrimental, without mandating specific architectural styles or other single solutions.

#### Issues

The Town of Loomis would like to retain the character of a friendly small town in a rural setting. The growth pressures of the Sacramento region and the ongoing suburbanization in surrounding communities threaten this character. These circumstances raise the following issues.

- The character of recent non-residential development in Loomis has tended toward generic suburban architectural styles. Some residents feel that existing development regulations and design guidelines are not creating and maintaining the desired rural and historical community character.
- Some gateway areas to the Town contain inappropriate design and types of non-residential land uses. The Town would like its gateway areas to reflect its distinct, rural character.
- The downtown core lacks a consistent design theme and a number of the buildings have undesirable facade and design elements.

### Goals

- 1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.
- 2. To maintain the distinct identity and small town neighborly character of Loomis through the appropriate design of new development, and by the preservation of open space and natural resources.

### **Policies**

- 1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.
- 2. Loomis shall require the design of future residential projects to emphasize character, quality, livability, and the provision of all necessary services and facilities to insure their permanent attractiveness.
- 3. Each development project should be designed to be consistent with the unique local context of Loomis.
  - a. Design projects to fit their context in terms of building form, siting and massing.
  - b. Design projects to be consistent with a site's natural features and surroundings.

- 4. Design each project at a human scale consistent with surrounding natural and built features.
  - a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing.
  - b. Project design should follow the rules of good proportion, where the mass of the building is balanced and the parts relate well to one another.
- 5. Design projects to minimize the need to use automobiles for transportation.
  - a. Emphasize pedestrian and bicycle circulation in all projects.
  - b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile.
  - c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources.
- 6. Encourage an active, varied, and concentrated urban life within commercial areas.
  - a. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures of retail, other employment, and other uses.
  - b. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses.
- 7. Respect and preserve natural resources within rural areas.
  - a. Design buildings to blend into the landscape.
  - b. Emphasize native vegetation and natural forms in site design and project landscaping.
- 8. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.
- 9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.

## Implementation Measures

The Town should provide for the preparation of detailed design guidelines for multi-family residential, commercial, and industrial and other nonresidential development types, to expand on the general policies provided above, and provide developers with clear expressions of community preferences for project design, without mandating single architectural styles.

# Parks and Recreation

# A. Park and Recreation Facilities

The Town of Loomis owns and operates one park site. The Town also contributes funds to the Loomis Unified School District to provide recreational improvements to their facilities. Although schools limit the use of their facilities, they represent a significant source for meeting recreational needs for Loomis residents. Placer County operates the Loomis Basin Regional Park on the northeast border of the Town which is regularly used by Loomis residents. In addition, Sierra Community College has recreational facilities available for limited use by non-students. Bikeways, hiking and equestrian trails also provide recreational opportunities for residents. Figure 3-4 identifies the locations of park and recreation facilities in Loomis. An inventory of park and recreational facilities in and nearby Loomis that are frequented by Town residents is provided in Table 3-2.

The parks and recreation needs assessment prepared and adopted by the Town indicated that the appropriate parks standard to apply to Loomis is five acres of park area per 1,000 population. Existing park and recreation facilities are generally located in the north area of the Town (above I-80). Therefore, the needs assessment identified future recreation needs based on the town population and demographics as a whole, and on the two major north/south planning areas. The results of the needs assessment indicate a current (1998) park land need for the north planning area of 21 acres, and a future (2005) need for 28 acres. The south planning area, which does not currently have any existing park facilities, is projected to need nine acres of park land by the year 2005. Park needs are further defined as needing approximately 7.9 acres of active park land and 30 acres of passive/open space acreage. The parks and recreation land and facility needs represent minimum, versus maximum needs. In addition, the Town does not currently have a multi-use community center available to provide recreation opportunities, group meeting facilities, etc.

# B. Bikeways and Trails

Bikeways and trails are another means to meet the recreational needs of Town residents. The Town of Loomis has designated several bikeways and trails within the community, which are also part of the Placer County Bikeway System and Trails Master Plan. Currently, one bikeway has been developed in Loomis along King Road, and portions of Taylor Road. The County has designated four additional bikeways within Loomis, which remain unimproved.

As noted above, Antelope Creek and Secret Ravine provide opportunities for open space corridors potentially providing hiking and equestrian trails. The creeks provide connections between the north and south areas of town, and to areas south of Loomis. The County has designated Secret Ravine as a Class 1 bicycle corridor in the regional bicycle transportation plan. The corridor is planned to extend from Loomis Basin Regional Park, west to the City of Roseville. This bikeway has not yet been improved. Secret Ravine has also been designated as an hiking and equestrian trail in the Loomis Basin Horsemen's Association Trails Master Plan and in other County planning documents. While no bikeways or trails have been designated along Antelope Creek, it is an important open space resource providing flood protection and significant riparian habitat value, and is also used as an informal hiking trail.

More detailed information on bikeways can be found in the Circulation Element, on pages 69 and 83.

# C. Goals, Policies, and Implementation Measures

#### Issues

- The Town's 1997 park and recreation needs assessment indicates a need for additional park
  and recreation facilities and services. These include new parks, ball fields, playgrounds,
  courts, and bike paths and trails.
- The resident survey prepared for the General Plan update highlighted the need for a community center.

#### Goals

- 1. To ensure adequate park and recreation facilities.
- 2. To provide for a multi-use community center.

#### **Policies**

- 1. The Town will pursue all available funding mechanisms to provide a multi-use community center.
- 2. The Town will work toward providing additional park and recreation facilities to meet the needs of Loomis residents as the Town's population increases.
- 3. Loomis shall adopt Town park and recreational standards to guide and promote the development of recreational open space, in addition to working with Placer County in the provision of public recreation facilities.
- 4. New residential developments shall provide for the recreational open space needs of their 
  residents. 

  √
- 5. Loomis shall encourage the compatible recreational use of riparian and stream corridors, where feasible.
- 6. Loomis shall support and cooperate with volunteer groups and organizations that provide recreational activities for Town residents.
- 7. Open space areas within proposed developments shall be designed as part of an integrated \text{\text{Town-wide network, in conjunction with bicycle, pedestrian and equestrian trails.}}
- 8. Loomis will continue to work with local school districts and the County to extend the park and recreation opportunities of Loomis residents through joint-use facilities.
- 9. New lighted park and recreation facilities shall undergo review to determine whether lighting would impact adjacent residential uses. If such impacts would occur, facilities shall remain either unlighted, or lighting shall be limited either by timing or location, as appropriate.

11

# Implementation Measures

11

1. The Town will evaluate and consider the following financing options to procure park land and recreational facilities, and a multi-use community center. These options are described in detail in the Town of Loomis Parks and Recreation Master Plan, Chapter VI, Financial Plan.)

Lease-Purchase;
Borrowed Funds using Certificates of Participation;
County Service Area Charges;
Property Tax Financing;
General Obligation Bond Issue;
Joint Powers Agreements;
Lighting and Landscaping Districts;
Non-profit Foundation;
A combination of the above; and
Impact Fees on New Construction.

- 2. The Town will evaluate the existing park land and recreation in-lieu impact fee program and recommend revisions if determined appropriate.
- 3. The Town will evaluate the existing park land and recreation use fee schedule to determine if amendments to the current program are necessary.

11. The Town shall consider the use of alternative energy sources for all public facilities.

### Local Finance Issues

- The increased levels of public and community services desired by community residents are dependant on property and sales tax revenues, the Town's primary sources of discretionary General Fund revenues.
- Certain types of proposed development may not generate sufficient municipal revenues (e.g., property taxes, sales taxes, transient occupancy tax, etc.) to pay for the cost of the public services the development may require.
- The fact that Loomis is served by several special districts and agencies that assess their own taxes and fees aside from the Town, means that all agencies providing public facilities and services within the Town compete, to some extent, for key revenues.

#### Goals

To maintain a fiscally healthy municipality, with new development contributing adequately to maintain current levels of service.

#### **Policies**

- 1. New development shall be required to contribute toward the maintenance of existing levels of public services and facilities—through fees, dedications, or other appropriate means.
- 2. Loomis shall explicitly consider the fiscal impacts on the Town when making decisions about changes to municipal services or capital facilities that would likely result in increased Town staff levels. The Town Council shall make findings that these impacts were considered and that funding to support increased staff levels appears reasonably available in such cases.
- 3. A fiscal impact analysis shall be required for proposed General Plan amendments.
- 4. Loomis shall support the development of new commercial and industrial activities to increase the Town's discretionary revenues (which provides funds for capital projects and improved municipal services), provided that the new land uses are consistent with the Town's distinct, rural character.

## **Implementation Measures**

Within one year of the adoption of this General Plan or as soon as possible, the Town will conduct a study of its fees in relation to the costs to the Town of providing the services for which the fees are charged, and will update its fees as determined by the Council to be appropriate.

# VII. Conservation of Resources

The residents of Loomis enjoy an attractive natural setting of gently rolling hills, oak woodlands, and other tree and meadow areas. This setting provides most of the Town's open space resources, as well as a wide variety of other natural resources, including stream corridors, other wetlands, and wildlife habitat. The Town core also contains a number of historical buildings. These resources are described in detail in Sections 3 (Natural Resources) and 4 (Open Space, Recreation, and Cultural Resources) of the General Plan Background Report.

The Town's open space resources include a limited number of park sites (see the Parks and Recreation Element, page 50), but mostly manifest themselves as the expansive, low density areas in the Residential Agricultural, Residential Estate and, to a lesser extent, the Rural Residential land use designations. Within these areas, residential land uses are visually subordinate to the open feeling and character of the semi-rural countryside. The goals and policies of this General Plan related to open space appear in the following section, in the Land Use Element (beginning on page 33), and Parks and Recreation Element (page 50).

# **Natural Resources and Open Space**

#### Issues

- Identifying ways to preserve open space areas and views is important in retaining the community's rural atmosphere.
- Loomis needs to strengthen Town requirements for protecting stream corridors and riparian habitat for wildlife and plant species, groundwater supplies, visual qualities, and recreational opportunities.
- Development pressures suggest that Loomis consider rezoning some of its agricultural/residential land to increase land and infrastructure efficiency. However, residents have expressed their preference for the retention of large lot, rural residential parcels.

### Goals

- 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts.
- 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values.
- 3. To help protect groundwater and air quality within the Sacramento region.
- 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak woodlands and significant specimens of native trees.

#### **Policies**

- 1. Air quality. Loomis will contribute toward the attainment of State and Federal air quality standards in the Sacramento Valley Air Basin through the following, and other feasible measures.
  - a. Site preparation and development activities shall incorporate effective measures to minimize dust emissions and the emissions of pollutants by motorized construction equipment and vehicles.
  - b. During the review of development plans, the Town should require that project proponents conduct their own air quality analysis to determine air quality impacts and potential mitigation measures.
  - c. Local employers should be encouraged to consider flextime as a means of reducing peak morning and afternoon trips.
  - d. Recognizing that trees and other vegetation can provide a biological means of reducing air contaminants, existing trees should be retained and incorporated into project design wherever feasible. The additional planting of a large number of trees along roadways and in parking areas shall be encouraged.
  - e. The Town shall require carbon monoxide modeling for development projects that, in combination with regionally cumulative traffic increases, would result in a total of 800 or more trips at an affected intersection or cause the level of service to drop to D or lower at the intersection.
  - f. The Town shall support the Placer County Air Pollution Control District in its efforts to develop a feasible program to meet emission reduction requirements during the environmental review of all development proposals whose emissions exceed applicable significance thresholds.
  - g. The Town shall encourage that large residential projects be phased or timed to be coordinated with development that provides primary wage-earner jobs.
  - h. If an initial air quality screening indicates that emissions of any pollutant could exceed 10 pounds per day, the Town shall require such development projects to submit an air quality analysis to Placer County APCD for review. Based on the analysis, the Town may require appropriate mitigation measures consistent with the latest version of the AQAP or other regional thresholds of significance adopted for the air basin.
  - i. New development shall pay its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and bus stop facilities.
  - j. The Town shall require that new developments dedicate land sufficient for park-and-ride lots, when the location is appropriate for such facilities.
- 2. Biotic resources evaluation. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, the Town shall require, as part of the environmental review process, a biotic resources evaluation by a qualified biologist. The

biologist shall follow accepted protocols for surveys (if needed) and subsequent procedures that may be necessary to complete the evaluation. "Significant Ecological Areas" shall include, but not be limited to:

- Wetland areas;
- Stream environment zones;
- Suitable habitat for rare, threatened or endangered species, and species of concern;
- Large areas of non-fragmented habitat, including oak woodlands and riparian habitat;
- Potential wildlife movement corridors; and
- Important spawning areas for anadramous fish.
- 3. Grading. The Town shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian areas.
  - a. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, project applicants shall demonstrate that upland grading activities will not contribute to the direct cumulative degradation of stream quality.
  - b. The Town will limit development on slopes with a gradient in excess of 30 percent or in areas of sensitive or highly utilized habitat, through appropriate zoning standards and individual development project review.
- 4. Hazardous materials. The Town shall require that industrial and commercial uses that store or use hazardous materials provide a buffer zone sufficient to protect public safety, including the safety of nearby wildlife.
- 5. Native tree protection. Individual heritage trees and significant stands of heritage trees shall be preserved. Healthy heritage trees shall be removed or significantly trimmed only when necessary because of safety concerns, conflicts with utility lines and other infrastructure, the need for thinning to maintain a healthy stand of trees, or where there is no feasible alternative to removal. Proposed development shall be designed, constructed, and maintained to preserve individual heritage trees and significant stands of heritage trees, and provide for the protection of root zones and the continuing health of the trees. When trees are removed, they shall be replaced in sufficient numbers to maintain the volume of the Town's overall tree canopy over a 20-year period. Tree removal within stream corridors is also subject to the above policy on stream corridor protection.
- 6. Stream corridor protection. The streams of Loomis are among the most significant and valuable of the Town's natural resources. Development adjacent to streams shall be designed, constructed, and maintained to avoid adverse impacts on riparian vegetation, stream bank stability, and stream water quality to the maximum extent feasible. These policies shall apply to all watercourses shown as blue lines on the most recent United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps applicable to the Town. See also the policies for wetland protection below.
  - a. Proposed structures and grading shall be set back the greater of: 100 feet from the outermost extent of riparian vegetation as defined in the Zoning Ordinance, or outside of the 100-year flood plain. Lesser setbacks may be approved where site-specific studies of biology and hydrology, prepared by qualified professionals approved by the Town, demonstrate that a lesser setback will provide equal protection for stream resources.

Development shall be set back from ephemeral or intermittent streams a minimum of 50 feet, to the extent of riparian vegetation, or to the 100-year floodplain, whichever is greatest.

- b. Land uses and development within the setback areas required by this policy shall be limited to: the grazing of livestock at half or less of the animal densities allowed by the Zoning Ordinance; open wire fencing to confine livestock; bridges; public utilities and infrastructure; and other uses allowed by the applicable zoning district as permitted or conditional uses, with conditional use permit approval.
- c. The following activities are prohibited within stream corridor setbacks: filling or dumping; the disposal of agricultural wastes; channelization or dams; the use of pesticides that may be carried into stream waters; grading, or the removal of natural vegetation within the required setback area, except with grading permit approval. This is not intended to prevent the reasonable maintenance of natural vegetation to improve plant health and habitat value.
- d. The Town shall require that development projects proposing to encroach into a creek corridor or creek/wetland setback to do one or more of the following, in descending order of desirability:
  - Avoid the disturbance of riparian vegetation;
  - Replace riparian vegetation (on-site, in-kind);
  - Restore another section of creek (in-kind); and/or
  - Pay a mitigation fee for restoration elsewhere (e.g., wetland mitigation banking program).
- e. The Town shall require that newly-created parcels include adequate space outside of wetland and riparian setback areas to ensure that property owners will not place improvements within areas that require protection.
- f. Proposed development shall include surface water drainage facilities that are designed, constructed, and maintained to ensure that the increased runoff caused by development does not contribute to the erosion of stream banks, or introduce pollutants into watercourses.
- g. The Town shall encourage the use of natural stormwater drainage systems to preserve and enhance existing natural features. The Town shall promote flood control efforts that maintain natural conditions within riparian areas.
- h. Where creek or wetland protection is required or proposed, the Town shall require public and private development to:
  - Preserve creek corridors and setbacks through easements or dedications. Parcel lines
    or easements shall be located to optimize resource protection;
  - Designate easement or dedication areas as open space;
  - Protect creek corridors and their habitat value by: 1) providing adequate setbacks; 2)
    maintaining creek corridors in their natural state; 3) employing restoration
    techniques, where necessary and appropriate; 4) using riparian vegetation within

- creek corridors; 5) prohibit the planting of invasive, non-native plants within creek setbacks; and 6) avoiding tree removal within creek corridors.
- Use techniques that ensure development will not cause or worsen natural hazards near creeks, and will include erosion and sediment control practices such as: 1) turbidity screens (to minimize erosion and siltation); and 2) temporary vegetation sufficient to stabilize disturbed areas.
- 7. Water quality. The Town will contribute toward the maintenance of high quality in the local surface and groundwater resources through the following, and other feasible measures.
  - a. Proposed development shall incorporate measures to minimize soil erosion, and stream and drainage way sedimentation during construction, and over the life of each project.
  - b. The Town will periodically review its ordinances requiring erosion and sediment control, and will update them when necessary to ensure their continuing effectiveness.
  - c. Proposed development shall be designed, constructed, and maintained to prevent the discharge of untreated effluent into local streams to the maximum extent feasible, including the introduction of contaminants such as pesticides, fertilizers, and petroleum products and other contaminants carried by urban runoff.
- 8. Wetlands. The following policies apply to properties with wetland areas. Additional applicable policies may be found under "stream corridor protection," above.
  - a. The environmental review of development on sites with wetlands shall include a wetlands delineation, and the formulation of appropriate mitigation measures. The Town shall support the "no net loss" policy for wetland areas regulated by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. Coordination with these agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed.
  - b. The Town shall require new development to mitigate wetland loss in both regulated and non-regulated wetlands to achieve "no net loss" through any combination of the following, in descending order of desirability:
    - (1) Avoidance of riparian habitat;
    - (2) Where avoidance is not feasible, minimization of impacts on the resource;
    - (3) Compensation, including use of a mitigation banking program that provides the opportunity to mitigate impacts to rare, threatened, and endangered species and/or the habitat which supports these species in wetland and riparian areas, that are encouraged to be located within the Town; or
    - (4) Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1, based on the biotic value of the wetland, as determined by the required environmental analysis. The review authority may reduce the replacement ratio as an incentive, where replacement wetlands are proposed to be located within or in close proximity to the Town.

- The Town shall cooperate with regulating agencies to ensure that concerns are adequately addressed.
- c. The Town will require project-by-project review of sites where vernal pools exist, to assess threatened and endangered pool plant species and identify appropriate mitigation measures.
- d. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible, using fee title or conservation easement acquisition, land conservancy participation, and/or other measures as appropriate.
- 9. Interagency coordination. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.

### **Implementation Measures**

- 1. Amend the Zoning Ordinance to provide development standards that will implement the above policies.
- 2. The Town shall prepare and adopt a Tree Protection Ordinance that expands the current Heritage Tree Ordinance. The new ordinance should identify specific species of trees to be protected and preserved, criteria and permit requirements for tree removal, requirements for the replacement of removed trees and maintenance of the Town's overall tree canopy, and requirements for the protection of retained trees during development project construction, and their long-term maintenance.

Responsibility: Planning Department Timing: 2001-2002 fiscal year.

While Loomis has had urban fires, most have been small and easily contained. No catastrophic fires have been recorded in recent history, particularly since emergency response and building codes have been improved.

### D. Hazardous Materials

Hazardous materials are defined as those that are a potential threat to human health, having the capacity to cause serious illness or death. This section discusses the types of hazardous materials typically found in the planning area.

### **Household Products**

By far the most common hazardous materials are those found or used in the home. Waste oil is a common hazardous material that is often improperly disposed of and can contaminate surface water through runoff. Other household hazardous wastes (used paint, pesticides, cleaning products and other chemicals) are common and often improperly stored in garages and homes throughout the community. Because of their prevalence and proximity to residents, household products constitute the most pervasive health hazard facing residents of the community.

### Mine Tailings

Historic mining operations often left dredge tailings, or discarded rock and material, either near the mine site in the case of dredge or hardrock mining, or washed downstream as a result of upstream hydraulic mining. Dredge mining was common in the 19<sup>th</sup> century along the creeks in the Loomis area, and dredge tailings can still be found. Hydraulic operations have scarred hillsides in Loomis, one notable example being on the proposed Loomis Hills Estates development site, where a 60-foot high, 1,000-foot long cliff provides evidence of such operations (Town of Loomis, *Sherwood Park Draft EIR* (Loomis Hills), 1998).

Mine tailings can be contaminated with mercury or cyanide, both of which are used in the process of gold refining. However, most gold was not refined in the immediate Loomis area and the potential for such contamination in dredge materials is considered low.

### Agricultural Pesticide Use

Loomis includes many agricultural operations. Orchards in particular are often sprayed with various pesticides, which can contaminate the soils. Denuded vegetation can suggest evidence for soil contamination. Potential contaminants can include DDT, lead and arsenic. In such areas, it is prudent to conduct soil testing (and conducting soil clean-up steps, if necessary) before allowing more intensive development.

#### Asbestos

Asbestos is a highly crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be easily inhaled, where their microscopically sharp structures can puncture tiny air sacs in the lungs, resulting in long-term health problems.

Loomis contains many older structures with the potential to contain asbestos. Pre-1979 construction often included asbestos and it should be assumed that the demolition of older structures in the Town may present this hazard. Proper asbestos abatement and disposal procedures should be undertaken whenever the demolition of older structures is considered.

# Hazardous Materials Transport

The Union Pacific Railroad and Interstate 80 are major transcontinental transportation routes that pass through Loomis. Trains and trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. When properly contained, these materials present no hazard to the community. But in the event of an accident or derailment, such materials may be released, either in liquid or gas form. In the case of some chemicals (such as chlorine), highly toxic fumes may be carried far from the accident site.

Although standard accident and hazardous materials recovery procedures are enforced by the state and followed by private transportation companies, the Town of Loomis is at relatively high risk because of its location along interstate rail and highway corridors.

# Hazardous Waste Management Plan

Counties are required by state law to prepare hazardous waste management plans. Placer County's plan addresses the treatment, storage and disposal of such materials. The primary goal of the plan is to protect public health by promoting the safe use and disposal of hazardous waste. To accomplish this, the plan provides for the reduction of hazardous waste through source reduction, recycling, and on-site handling and treatment methods. Public education and community involvement are key features for achieving this goal.

# E. Issues, Goals, Policies and Implementation Measures

#### Issues

- The rural nature of the community and presence of large open space parcels increases the Town's risk of wildland and fire hazards at the urban edge.
- A number of properties along local creeks have been flooded during winter storms, despite flood preventative measures.
- Potential for hazardous material spills.

### Goals

- 1. To reduce risks associated with natural and man-made hazards through compliance with State and Federal safety programs.
- 2. To reduce the risks associated with wildland and urban edge fires in the Town's rural areas.
- 3. To reduce the potential for and damage resulting from storm flooding hazards within the community.

4. To reduce the risks associated with potential seismic activity, including groundshaking, liquefaction, and landslides.

### **Policies**

- 1. Loomis shall enforce building codes and other Town ordinances having an effect upon fire hazards and fire protection. The Town shall maintain adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for fire fighting.
- 2. Engineering analysis of new development proposals shall be required in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.
- 3. Loomis shall comply with Placer County's Emergency Response Plan, as well as revise the Town Emergency Plan to address Town-specific issues.
- 4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to innundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities. New development shall also be prohibited in the future 100-year flood zone, based on buildout conditions as determined by FEMA and FIRM maps. Development will be required to adhere to Placer County Flood Control District policies and the Dry Creek Watershed Control Plan.
- New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.
- 6. Further channelization and/or banking of creeks or streams within the planning area shall be discouraged, unless no other alternative is available to minimize flood risk. Setbacks from flood sources shall be the preferred method of avoiding impacts.
- 7. Site-specific recommendations of the Town's Drainage Master Plan, upon completion, shall be applied to individual development projects as appropriate.
- 8. Loomis shall cooperate with Federal, State, and local authorities to ensure that loss due to seismic activity and other natural and man-made disasters is minimized.
- 9. Loomis shall encourage compliance with State requirements for unreinforced masonry buildings and seismic safety.
- Loomis shall continue to train and equip Town personnel to cope with emergency disaster situations, including hazardous material incidents.
- 11. A Street Address Ordinance shall be adopted to assist effective emergency response by requiring adequate street address identification.
- 12. Application materials for residential subdivisions proposed within or near oak woodlands shall include Wildland fire protection plans showing how vegetation clearance will be maintained around structures while preserving oak trees.

- 13. Town policies concerning the use, storage and transportation of hazardous materials, and regarding underground or above ground storage tanks, should reflect the Placer County Environmental Health Division and the State Regional Water Quality Control Board policies and requirements.
- 14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the applicant as part of the project description to determine consistency with the State Health and Safety Code. A site visit may be necessary to determine compatibility to surrounding areas. Whether the hazardous material impacts of a project are significant shall be decided on a case-by-case basis and depends on:
  - Individual or cumulative physical hazard of material or materials.
  - Amounts of materials onsite, either in use or storage.
  - Proximity of hazardous materials to populated areas and compatibility of materials with neighboring facilities.
  - Federal, State, and local laws, and ordinances, governing storage and use of hazardous materials.
  - Potential for spill or release.
  - Proximity of hazardous materials to receiving waters or other significant environmental resource.
- 15. The storage, handling and disposal of potentially hazardous waste must be in conformance with the requirements set forth in California Administrative Code, Title 22, Division 4, Ch. 30, and California Health and Safety Code, Division 20, Chapter 6.5.

# **Implementation Measures**

- 1. Loomis should adopt a Town Emergency Plan, and review it for needed revisions every five years.
- 2. The Town shall identify and inventory its unreinforced masonry buildings.
- 3. The Town shall implement a program of retrofitting existing unreinforced masonry buildings. The program shall include:
  - Requirements for upgrading unreinforced masonry buildings.
  - Incorporation of concepts and provisions of the State Code for historic buildings, to
    provide additional flexibility for preservation of historic buildings while protecting them
    from significant earthquake damage.
  - A time schedule for enforcement with all upgrading completed during that time.
  - Signs shall be posted and maintained on unreinforced masonry buildings to warn residents of the potential hazard.
- 4. Appropriate means of economic relief for commercial buildings that are constructed of unreinforced masonry, shall also be considered, such as: preservation of non-conforming zoning rights for in-kind replacement of commercial buildings, and community redevelopment programs for the coordinated upgrading of seismic, economic, and general design characteristics of affected commercial areas.

- 5. The highest and most current professional standards for seismic design shall be used in the design of Critical, Sensitive and High-Occupancy Facilities, so that the seismic design of the facilities will not become substandard within a few years.
- 6. The Town Engineer shall establish a central repository for the collection and compilation of geologic and soils engineering information related to faults and fault zone studies, groundwater levels, soils characteristics, susceptibility to landslides and liquefaction, and other data as appropriate.
- 7. Loomis shall inventory structures damaged by floods as floods occur.
- 8. The Town shall work with property owners to maintain floodplains critical to the safety of neighboring properties.
- 9. The Town Engineer shall develop a hazards map of the town, with sufficient detail to be useful for engineering purposes.
- 10. The Town should monitor bridges, over and underpasses, and walls in the Town public right-of-way to ensure safety.
- 11. The Town shall require, prior to approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.
- 12. The Town shall develop standards and restrictions such as the limits on the types of allowable development, development intensity/density standards, and subdivision design policies for sites subject to seismically-induced landslides or liquefaction, or potential fault rupture areas for identified active and potentially active faults.
- 13. The Town shall develop standards and restrictions within identified floodplains or areas subject to inundation. These might include subdivision design, setback requirements, and development intensity/density standards.
- 14. The Town should work with property owners to clear chronically debris-clogged culverts and channels on an annual basis to minimize upstream flooding potential.
- 15. A program to require the installation of fire sprinklers in new and existing structures should be considered.
- 16. An equitable cost recovery program should be designed and implemented to reimburse the Town for emergency response and investigation.
- 17. A fire safety plan shall be required of all new businesses and multi-family occupancies.
- 18. The Town Engineer shall establish procedures for processing projects which involve the use, storage, transport, handling and/or disposal of hazardous materials/wastes. These procedures shall include provisions for the involvement of the Department of Environmental Health Services (permits, site plan review, etc.), submittal of additional information (such as a Business Plan, Waste Minimization Plan, risk assessment, etc.) and processing timeframes.

Conservation. The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the General Plan.

Conservation Element. One of the seven State-mandated elements of a local General Plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

Consistent. Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a General Plan and implementation measures such as the zoning ordinance.

Core Concept. The land use planning concept that represents the Town of Loomis, where higher-intensity uses are concentrated within and adjacent to the downtown, along Taylor Road, and adjacent to Interstate 80 (I-80), with the land uses in surrounding areas becoming progressively less intense (and with lower residential densities) as the distance from the "core" increases.

County. County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Covenants, Conditions, and Restrictions (CC&Rs). A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion. A standard upon which a judgment or decision may be based. (See "Standards.")

Critical Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac. A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact. As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB. Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA. The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.



Dedication, In lieu of. Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.



Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that



provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of. A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment. A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer. A way of retaining open space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control. The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

**Destination Retail.** Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

**Developable Acres, Net.** The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

**Developable Land.** Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

**Developer.** An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

**Development.** The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee. (See "Impact Fee.")

**Development Rights.** The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

**Development Rights, Transfer of (TDR).** Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts. (See "Development Rights.")

Enhance. To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

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Environment. CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR). A report required of General Plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS). Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Erosion. (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction. A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils. Soils that swell when they absorb water and shrink as they dry.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Farmers Home Administration (FmHA). A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible. Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically. Capable of being implemented because the industrial, mechanical, or application technology exists.

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone. An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive. Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis. A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of General Plans, specific plans, or projects.

Flood, 100-Year. The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM). For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Noise Element. One of the seven State-mandated elements of a local General Plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Non-attainment. The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use. A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Notice (of Hearing). A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Objective. A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that General Plans spell out the "objectives," principles, standards, and proposals of the General Plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Office Park. (See "Industrial Park.")

Office Use. The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Element. One of the seven State-mandated elements of a local General Plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space Land. Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Recreation Use. A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Parcel. A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks. Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Peak Hour/Peak Period. For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards. Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Unit Development (PUD). A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning and Research, Office of (OPR). A governmental division of the State of California that has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area. The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence that encompasses land both within the City Limits and potentially annexable land.

Planning Commission. A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

**Policy.** A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant. Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose

**Pollution.** The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

**Pollution, Non-Point.** Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

**Pollution, Point.** In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

**Poverty Level.** As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

**Preserve.** An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve" and Protect.")

Preserve. To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

**Principle.** An assumption, fundamental rule, or doctrine that will guide General Plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that General Plans spell out the objectives, "principles," standards, and proposals of the General Plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

**Program.** An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Protect. To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

**Public and Quasi-public Facilities.** Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Rideshare. A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline. A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands. Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk. The danger or degree of hazard or potential loss.

Runoff. That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Safety Element. One of the seven elements of a local General Plan mandated by California law, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

Sanitary Landfill. The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer. A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Combined Sewer" and "Septic System.")

Second Unit. A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seiche. An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic. Caused by or subject to earthquakes or earth vibrations.

Senior Housing. (See "Elderly Housing.")

Seniors. Persons age 62 and older.

Septic System. A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback. The horizontal distance between the property line and any structure.

Shall. That which is obligatory or necessary.

Should. Signifies a directive to be honored if at all possible.

Sign. Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Ecological Area. Significant Ecological Areas include but are not limited to: wetland areas; stream environment zones; suitable habitat for rare, threatened or endangered species, and species of concern; large areas of non-fragmented habitat, including oak woodlands and riparian habitat; potential wildlife movement corridors; and important spawning areas for anadramous fish.

Transit, Public. A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transportation Demand Management (TDM). A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM). A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage. Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark. Trees whose size, visual impact, or association with a historically significant structure or event have led the City or County to designate them as landmarks.

Trees, Street. Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.

Trip. A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

**Trip Generation.** The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route. A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Undevelopable. Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Undue. Improper, or more than necessary.

Uniform Building Code (UBC). A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC). State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design. The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Services. Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Urban Sprawl. Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

# Placer Legacy Open Space and Agricultural Conservation Program

- LB-7. Provide incentives for property owners to enhance fragmented and degraded oak woodlands and riparian zones throughout the rural residential landscape.
- LB-8. Work with property owners to remove or modify barriers to anadromous fish passage along Miners Ravine and Secret Ravine.

  Develop joint projects with the Dry Creek CRMP team.
- LB-9. Create a large regional park near the south Placer Urban area consistent with adjacent agricultural uses.
- LB-10. Create regional trail connections and develop new regional trails, consistent with adjacent agricultural and residential uses.
- LB-11. Improve trail connections between Folsom Lake and Dry Creek and its major tributaries.
- LB-12. Work with the State Parks and Recreation Department to create new non-motorized recreation opportunities around Folsom Lake.
- LB-13. Create nature centers and interpretive trails to educate the public about creeks, oak woodlands and grasslands.
- LB-14. Provide discretionary funds to protect historical and cultural resources.
- LB-15. Identify a location for a regional center recognizing and celebrating the agriculture, history and traditions of Placer County.
- LB-16. Work with community organizations to identify and protect key parcels along the Lincoln Highway.
- LB-17. Identify and protect important historic orchards and Penryn palm trees.
- LB-18. Identify strategic opportunities to create green areas between urban, rural residential and agricultural uses.
- LB-19. Work with the County, cities and proposed new development along urban edges to create permanent buffers or separators between incompatible uses.
- LB-20. Protect scenic vistas and ridgelines in the lower foothills.
- LB-21. Identify and protect scenic corridors including Aubum-Folsom Road, Sierra College Blvd., Indian Hill Road, and Interstate 80.
- LB-22. Encourage property owners to reduce the potential for large wildland fires in grasslands and oak woodlands by establishing buffers and managing fuel loads.
- LB-23. Work with property owners to enhance flood

- plains by increasing retention capacity and allowing streams to reclaim their natural course.
- LB-24. Work with Dry Creek CRMP to restore salmon and steelhead habitat in Miners Ravine and Secret Ravine.
- LB-25. Work with landowners to preserve an open space buffer between Roseville and Granite Bay along Sierra College Blvd.
- LB-26. Acquire and manage Mehrten vernal pools in their natural location on Sierra College Ridge.
- LB-27. Educate landowners about the impacts of urban runoff on water quality and provide guidelines for reducing toxic runoff on private property.

### Sheridan/Garden Bar

- SG-1. Work with farmers and ranchers to protect agricultural lands outside of designated development areas through the use of conservation easements and by promoting the Williamson Act.
- SG-2. Promote sales of locally grown produce and help create additional markets for agriculture.
- SG-3. Coordinate with PCWA, NID, and South Sutter Irrigation District to ensure that water is available for agriculture as well as for habitat conservation and restoration. One option is to initiate a water forum discussion with the area's stakeholders.
- SG-4. Provide resources to assist farmers and ranchers with tax, estate and easement planning.
- SG-5. Prioritize the acquisition of agricultural property that contains multiple conservation values.
- SG-6. Preserve, through a combination of conservation easements and fee title acquisition, large areas of blue oak and interior live oak woodland in the upper Bear River and/or Coon Creek watersheds.
- SG-7. Protect extensive areas of grazing lands through conservation easements.
- SG-8. Enhance fragmented and degraded oak woodlands and riparian zones through property owner incentives and education.
- SG-9. Acquire and manage vernal pool grasslands in large complexes near Sheridan.
- SG-10. Encourage the use of rice decomposition

- LB-7. Provide incentives for property owners to enhance fragmented and degraded oak woodlands and riparian zones throughout the rural residential landscape.
- LB-8. Work with property owners to remove or modify barriers to anadromous fish passage along Miners Ravine and Secret Ravine.

  Develop joint projects with the Dry Creek CRMP team.
- LB-9. Create a large regional park near the south Placer Urban area consistent with adjacent agricultural uses.
- LB-10. Create regional trail connections and develop new regional trails, consistent with adjacent agricultural and residential uses.
- LB-11. Improve trail connections between Folsom Lake and Dry Creek and its major tributaries.
- LB-12. Work with the State Parks and Recreation
  Department to create new non-motorized
  recreation opportunities around Folsom Lake.
- LB-13. Create nature centers and interpretive trails to educate the public about creeks, oak woodlands and grasslands.
- LB-14. Provide discretionary funds to protect historical and cultural resources.
- LB-15. Identify a location for a regional center recognizing and celebrating the agriculture, history and traditions of Placer County.
- LB-16. Work with community organizations to identify and protect key parcels along the Lincoln Highway.
- LB-17. Identify and protect important historic orchards and Penryn palm trees.
- LB-18. Identify strategic opportunities to create green areas between urban, rural residential and agricultural uses.
- LB-19. Work with the County, cities and proposed new development along urban edges to create permanent buffers or separators between incompatible uses.
- LB-20. Protect scenic vistas and ridgelines in the lower foothills.
- LB-21. Identify and protect scenic corridors including Auburn-Folsom Road, Sierra College Blvd., Indian Hill Road, and Interstate 80.
- LB-22. Encourage property owners to reduce the potential for large wildland fires in grasslands and oak woodlands by establishing buffers and managing fuel loads.
- LB-23. Work with property owners to enhance flood

- plains by increasing retention capacity and allowing streams to reclaim their natural course.
- LB-24. Work with Dry Creek CRMP to restore salmon and steelhead habitat in Miners Ravine and Secret Ravine.
- LB-25. Work with landowners to preserve an open space buffer between Roseville and Granite Bay along Sierra College Blvd.
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- SG-3. Coordinate with PCWA, NID, and South Sutter Irrigation District to ensure that water is available for agriculture as well as for habitat conservation and restoration. One option is to initiate a water forum discussion with the area's stakeholders.
- SG-4. Provide resources to assist farmers and ranchers with tax, estate and easement planning.
- SG-5. Prioritize the acquisition of agricultural property that contains multiple conservation values.
- SG-6. Preserve, through a combination of conservation easements and fee title acquisition, large areas of blue oak and interior live oak woodland in the upper Bear River and/or Coon Creek watersheds.
- SG-7. Protect extensive areas of grazing lands through conservation easements.
- SG-8. Enhance fragmented and degraded oak woodlands and riparian zones through property owner incentives and education.
- SG-9. Acquire and manage vernal pool grasslands in large complexes near Sheridan.
- SG-10. Encourage the use of rice decomposition

6/22/04 FROM SANCT THEN

### Open Space Funding Sources

1) Grants in addition to those on eCivis list (previously provided by M. Shellito):

Calif. Wildlife Conservation Board (www.dfg.ca.gov/wcb/index.html)
N. American Wetlands Conservation Act Grants (www.birdhabitat.fws.org)
EPA Region 9 Wetland Protection Grants (www.epa.gov)
EPA Smart Growth Achievement Awards
Tides Foundation-Calif. Wildlands Grassroots Fund (www.tides.org)
Resources Legacy Fund Foundation (www.resourceslegacyfund.org)
Kodak American Greenways Awards Program (www.conservationfund.org)

### 2) Other funding:

State Environmental Resource Center (www.serconline.org/conservationfunding)
USDA Wetlands Reserve - conservation easements, cost-share restoration easements
USDA Farm Service Agency SEP and CREP programs (www.fsa.usda.gov)
Impact fee on development (fee per dwelling unit)
Special assessment districts
Community facilities district

3) Tax arrangements available to landowners:

Calif. Natural Heritage Preservation Tax Act of 2000

Conservation trust

Charitable remainder trust

Gift annuity trust

Installment purchase agreements (IPA's)

The Town puts money into tax-free annuity, from which landowner draws tax-free interest for a set period of years.

### 4) Local trusts:

Both help easement owners, such as Monte Claire developers, with tax arrangements and perpetual oversight responsibilities (ongoing maintenance) using endowments.

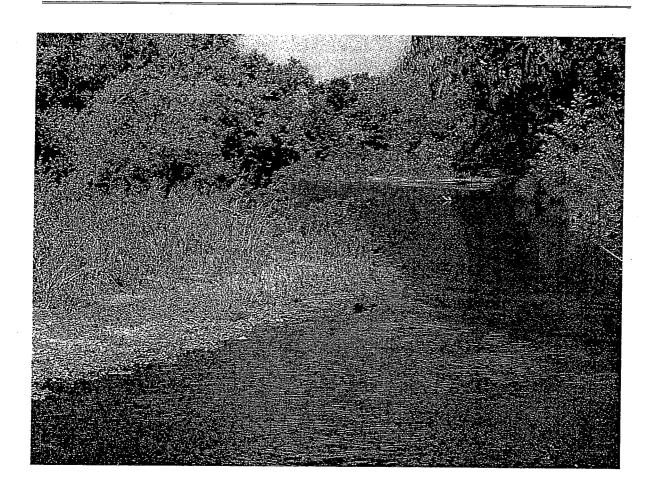
Wildlife Heritage Foundation (www.wildlifeheritage.org)
WHF also helps govt.'s with grant acquisition and management.
Placer Land Trust (www.placerlandtrust.org)

### 5) More Information:

Local Govt. Environmental Assistance Network (www.lgean.org)
Land Trust Association (www.lta.org)
Trust for Public Land (www.tpl.org)
ney have a variety of downloadable guides inc. 'Matrix of Local Fir

They have a variety of downloadable guides inc. 'Matrix of Local Finance Tools', 'Economic Benefits of Open Space', & 'Local Govt. Guide to Greenprinting'.

# Dry Creek Greenway Regional Vision



Prepared for: Department of Planning, Placer County California



### 1.0 EXECUTIVE SUMMARY

In January, 1996, a Concept Report for the Dry Creek Greenway was produced through a collaborative effort by representatives of Placer and Sacramento Counties; the Cities of Roseville, Rocklin, and Sacramento; the Town of Loomis, The Sacramento Area Flood Control Agency, the Trust for Public Lands, and the National Park Service<sup>1</sup>. This report proposed the development of an open space system through northeastern Sacramento County and southwestern Placer County following the Dry Creek floodplain from its headwaters in Miners and Secret Ravines to its mouth at Steelhead Creek, formerly known as the Natomas East Main Drainage Canal. Since the publication of that document, Sacramento County has created the Dry Creek Parkway Plan that formally established the Parkway from Steelhead Creek to the Sacramento-Placer County line. Additionally, the Ueda Parkway has been established along Steelhead Creek, linking the Dry Creek Parkway to the American River Parkway. The Dry Creek Greenway forms the final segment of this 70 mile recreational loop trail, linking the northeastern end of the Dry Creek Parkway to the Folsom Lake State Recreation Area (FLSRA). It also includes a significant network of trails along the major tributaries of the Dry Creek system. This recreational trail system will be a major amenity for the greater Sacramento metropolitan area, creating an attraction for local residents as well as visitors.

In addition to providing important recreation opportunities, the Greenway also provides benefits to wildlife and aquatic organisms through habitat preservation and enhancement, protection of water quality in the area's streams, conservation of floodplains for floodwater conveyance, and alternative transportation for cyclists, pedestrians, equestrians, and other non-motorized traffic.

### 1.1 The Greenway Vision

The vision for the Greenway is to create a multifunction open space that includes beneficial uses in the areas of recreation, habitat, floodwater conveyance, water quality, and others. The Greenway vision consists of the following objectives:

- Preserve and enhance riparian and aquatic habitats,
- Conserve and protect significant historic, cultural and scenic resources,
- Connect the Dry Creek Parkway to the Folsom Lake State Recreation Area,
- Provide for the management of Greenway resources,
- Provide active and passive recreation opportunities,
- Preserve floodwater conveyance capacity and reduce property damage due to flooding,
- Work with existing plans and policies,
- Secure funding to sustain and complete the Greenway,
- Function as a local and regional asset,
- Facilitate land use planning and management within the Greenway.

<sup>1</sup> Dry Creek Regional Greenway Concept Report

## 1.2 Relationship to Existing Plans

These vision statements identify those open space values that all the jurisdictions within the Greenway share so that future Greenway management will be guided by a common purpose. It is important to note that local jurisdictions already have some existing plans, policies, and ordinances that directly or indirectly address elements of the Greenway Vision. The Dry Creek Greenway Regional Vision document is not intended to duplicate or replace these adopted mechanisms. Rather it is designed to complement these planning tools by offering a comprehensive set of potential management and implementation strategies to enhance the cohesiveness of the Greenway Vision across jurisdictions.

# 1.3 Greenway Elements and Corridor Designations

The Dry Creek Greenway Regional Vision document describes the various open space corridors and trail elements that comprise the Greenway. Some of the elements are already reflected in existing planning documents that were prepared by the governmental entities with jurisdiction in the Greenway area. Other elements are recommended that are not currently in any existing plan but are important to making both recreation and habitat connections. Existing trails and those proposed in the Placer County Regional Bikeway Plan (including trails in the City of Rocklin), the City of Roseville Bicycle Master Plan, and the Town of Loomis Bikeway Master Plan are incorporated into the Dry Creek Greenway Regional Visions. Additional trails are recommended in areas where connections to local and regional bikeways would benefit recreational and transportation needs. Further improvements include designation of corridor types to aid in management, proposed nodes and staging areas, signage and other amenities, and habitat enhancement.

Three types of corridors designations occur within the Greenway: recreational, habitat with potential recreation, and habitat only. Recreational corridors provide Class I bikeway connections to major destinations within southwestern Placer County, such as downtown Roseville, the FLSRA, the Dry Creek Parkway, local and regional parks, and areas of Rocklin. While recreational corridors include recreational trails as a main element, other values as specified by the vision statements, such as habitat preservation and enhancement, remain high priorities as well. Trail planning in these areas must seek to meet recreational needs while protecting the environment.

Corridors classified as habitat with potential recreation should be managed to preserve and enhance habitat for birds, mammals, and fish, but also form important linkages between major regional bikeways. Trails are desirable in these corridors, but must be carefully located to limit impacts to riparian vegetation and the creek system. These corridors also occur in some areas where creeks pass through private property without designated public open space. Locating trails in these areas will not be possible without the willingness of the landowners to negotiate access. A fundamental principle of the Greenway Vision is that private property owners will not be forced to allow public access on their property. However, through education and outreach, these individuals will be provided with suggestions on how best to manage their property in a manner that is

The objective of management in the corridors designated habitat only is for conservation and restoration of habitat, and protection of water quality. Recreational trails are not planned for these areas, which mostly occur on private land in the upper watershed. As

noted above, landowners in these areas will be encouraged to manage their lands to support the habitat and water quality values of the Greenway.

Both paved and unpaved trails are proposed or recommended within the Greenway. Paved trails are ten feet wide Class I bikeways suitable for bicycles, pedestrians and other non-motorized traffic. Unpaved trails are suitable for off-road bicycles, pedestrians, non-motorized traffic and, where permitted, equestrians. In some cases, it may be the paved and unpaved trails may be located adjacent to each other in the same corridor.

Five types of nodes are proposed within the Greenway, ranging from small, local neighborhood access nodes without parking to large regional access facilities with parking, restrooms, signage and potentially picnic facilities or other amenities. These nodes are located where roads intersect the Greenway.

Recommendations for improving fish and wildlife habitat within the Greenway include increasing riparian canopy cover and diversity, restoring floodplains, reducing non-native invasive species, decreasing sedimentation, improving water quality, and other techniques to enhance ecological functioning while maintaining flood capacity.

### 1.4 Management

The Greenway Regional Vision assumes that management of public lands within the Greenway will generally be handled by the local governments and special districts that have jurisdiction within the Greenway area. The County of Placer, City of Roseville, City of Rocklin, and Town of Loomis will continue to be responsible for public safety and infrastructure in the portions of the Greenway that are within their respective boundaries, in coordination with the fire districts and Placer County Flood Control and Water Conservation District. The local jurisdictions have in some cases transferred management responsibility for private Greenway areas to homeowner associations or community services districts. There are also many privately owned properties within the Greenway that are currently, and will continue to be, managed by individual landowners according to local ordinances and regulations. The Vision also proposes that consideration be given to development of a joint powers authority or some other form of cooperative open space management agreement for the Greenway that would allow the local jurisdictions to leverage resources and provide for a consistent approach to resource and recreation management.

### 1.5 Public Education and Stewardship

Success of the Dry Creek Greenway Regional Vision is dependant upon stakeholder involvement, public education, and stewardship. Successful implementation of habitat, recreation, and water quality improvement are dependant upon the support of private landowners and watershed residents. Homeowners can have significant impacts on stream system health through many common actions such as improper or excessive use of pesticides and herbicides, improper disposal of chemicals used in car washing, failure to collect pet wastes, disturbance of soil leading to erosion, or excessive irrigation leading to disruption of the hydrologic flow regime. Individually, these actions may have a small, barely perceptible impact, but cumulatively, they can result in loss of habitat and wildlife, decline in fish populations, clogging of creek channels from excessive aquatic vegetation growth, reduction in water quality, instability of creek channels and other significant problems.

The overall strategy for public education and outreach must be comprehensive and ongoing if it is to be successful. Education and outreach should be coordinated with the many important programs that are already underway under the auspices of community groups, local governments, and the schools. The strategy should seek to increase public stewardship by 1) providing a diversity of educational opportunities that are suitable for all ages and abilities, 2) helping individuals understand how their behaviors impact the Greenway resources, 3) providing education on reasonable alternatives, and 4) enhancing residents understanding of both the geography and ecosystem function of Greenway. Such a comprehensive strategy will lead to benefits for the Greenway and the entire Dry Creek Watershed.

### 1.6 Funding

Funding for implementation, operations, and maintenance of the Dry Creek Greenway will need to come for a number of different sources. For elements of the Greenway that are already included in local plans, some general fund revenues or grants have already been secured for capital improvements, but more resources are needed. The estimated cost for new Greenway trails and associated improvements that are not already accounted for in an existing plan is \$9.7 million including construction and acquisition. The ability of the local jurisdictions to individually or cooperatively attract additional grant funding for Greenway elements will be enhanced by being able to demonstrate how local projects contribute to the regional vision.

There are many potential grant funding sources due to the multifunctional benefits of the Greenway, including habitat enhancement, recreation, multi-modal transportation, and environmental education. Ongoing sources of funding for operations and maintenance are also needed, and it is expected that capital improvements will not be implemented unless such resources are available. Mechanisms that can be pursued to help address and/or reduce the need for funding include volunteerism, sponsorships, donations, development fees, and special assessments.

### 1.7 Implementation

Implementation of the Dry Creek Greenway trail system and associated improvements is presented in three phases. Phase one establishes the connection between the Dry Creek Parkway and the FLSRA, through the Linda Creek-Baldwin Reservoir corridor. The second phase connects the phase one trails using existing and planned trails along Miners Ravine to Douglas Boulevard and Secret Ravine to Rocklin. Phase three includes additional trail connections contained in the various existing jurisdictional plans along False Ravine, Cirby Creek, Antelope Creek, and Secret Ravine, and trail corridors recommended by this document along Strap Ravine, Secret Ravine, Antelope Creek, and Clover Valley Creek.

The Dry Creek Greenway, once implemented, will form a highly valuable natural and community resource for residents of southwestern Placer County and northeastern Sacramento County. It will help to protect and enhance high quality fish and wildlife habitat, protect water quality, preserve the capacity of the creek channels to convey floodwater, conserve historic and cultural resources, and provide excellent recreation opportunities. This Dry Creek Greenway Regional Vision will assist local agencies to work cooperatively to implement the Greenway, secure funding, and provide for consistent maintenance and management of this regional asset.